

INTIMATION

A. S. WATSON & CO.
LIMITED, ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS

BRANDY:

For case	of 1 doz.
A—SUPERIOR PALE, Red Capsule	20
B—SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S *** COGNAC, Gold Capsule	23
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	29
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY***	30
BOUTELLAU'S CHAMPAGNE LIQUEUR	40

Per Doz.	
FINE PALE COGNAC (Marie Brizard & Roger's)	20.80
S. O. F. V. O. COGNAC (Marie Brizard & Roger's)	64.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roger's)	100.00

Note—For Hongkong the above Prices will be increased by the amount of duty payable
—\$7.20 Per Dozen.

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

[25]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication out as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.

BIRTHS.

On September 19th, at Shanghai, the wife of ARTHUR C. STRATTON, of a son.

On September 21st, at Shanghai, the wife of Captain E. B. KIDDLE, H.M. Astrac, of a son.

MARRIAGE.

On September 20th, at Shanghai, AGNES MARY DAVITT to GERALD KINGSMILL, of Shanghai.

DEATHS.

On September 18th, in London, JOHN WILSON, late supt. of New Duck (Shanghai Engineering and Dock Co. Ltd.).

On September 18th, at Shanghai, REGINALD LESLIE RUNDLE, Standard Oil Co., aged 44 years.

HONGKONG OFFICE: 10A, DE VEGUY ROAD
LONDON OFFICE: 151, FLEET STREET, EC.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1910.

ONE OF THE FIRST ACTS OF THE PRINCE REGENT OF CHINA WHEN THE POWERS OF GOVERNMENT WERE ENTRUSTED TO HIM WAS TO APPROVE A SERIES OF REGULATIONS PREPARED BY THE BOARD OF FINANCE WITH THE OBJECT OF GETTING A NATIONAL BUDGET FOR CHINA COMPILED, AND REPORTS APPEARING IN THE CHINESE PRESS FROM TIME TO TIME HAVE SHOWN THAT THE BOARD HAS BEEN AT CONSIDERABLE PAINS TO SEE THAT THE PROVINCIAL AUTHORITIES ACT UP TO THE REGULATIONS. IN THE FIRST YEAR OF THE NEW REIGN THE PROVINCES WERE REQUIRED TO SUBMIT TO THE BOARD QUARTERLY STATEMENTS OF ACCOUNT COMPILED IN ACCORDANCE WITH A SET FORM. POWER WAS GIVEN TO THE PROVINCIAL BUREAU TO DEMAND FOR THIS PURPOSE ANY INFORMATION THEY MIGHT REQUIRE FROM ANY PUBLIC OFFICE, AND OFFICIALS WHO REFUSED TO FURNISH THE INFORMATION RENDERED THEMSELVES LIABLE TO PUNISHMENT. IN EACH PROVINCE ALL YAMENS OR OTHER PUBLIC ESTABLISHMENTS WERE REQUIRED TO SEND TO THE PROVINCIAL BUREAU A TRUE RETURN OF THEIR REVENUE AND EXPENDITURE, AND

IT WAS THE DUTY OF THE BUREAU TO COMPILE A GENERAL RETURN FOR THE PROVINCE QUARTERLY AND FORWARD IT TO THE BOARD OF FINANCE. THAT WAS THE FIRST STEP. IN THE PRESENT YEAR OF HEUAN TUNO, A COMMENCEMENT HAD TO BE MADE WITH THE COMPILEMENT OF ESTIMATES OF REVENUE AND EXPENDITURE FOR A YEAR IN ADVANCE, AND THE RESULT APPEARS TO HAVE GIVEN ANYTHING BUT SATISFACTION TO THE IMPERIAL GOVERNMENT. FOR THE WHOLE EMPIRE A DEFICIT OF ABOUT TWENTY MILLION TAELS IS SHOWN.

APPROPS OF THIS, WE NOTE, THE PEKING CORRESPONDENT OF THE N.C. DAILY NEWS REMARKS THAT: "EVERYONE APPEARS TO BE AGREED THAT THE PROVINCES HAVE TAKEN THE OBVIOUS COURSE BY SHOWING SUBSTANTIAL DEFICITS LEST THE DEMANDS OF THE CENTRAL GOVERNMENT SHOULD EXCEED ALL BOUNDS. AND HAVING COMMITTED THEMSELVES TO THE STATEMENT OF POVERTY, THE PROVINCIAL AUTHORITIES ARE BOUND TO LIVE UP TO IT." HAD IT BEEN OTHERWISE, WE FANCY, THE IMPERIAL TREASURY OFFICIALS WOULD HAVE BEEN MOST AGREABLY SURPRISED. NO ONE BETTER THAN THEY KNEW WHAT TO EXPECT, AND IT WAS PROBABLY SOME SUCH CONSIDERATION AS THIS WHICH DICTATED THE REGULATION THAT THERE SHOULD BE A FIVE-YEARS' APPRENTICESHIP IN THE FRAMING OF YEARLY ESTIMATES BEFORE THE CHINESE GOVERNMENT COMMENCED THE PUBLICATION OF A NATIONAL BUDGET.

THE PROVINCES HAVE BEEN CONTINUALLY PROTESTING THEIR INABILITY TO MEET THE EVER-INCREASING DEMANDS OF THE IMPERIAL GOVERNMENT—AND THEY WERE BOUND TO LIVE UP TO THEIR EXCUSES. A BEGINNING, HOWEVER, HAS BEEN MADE WITH A REFORM WHICH MUST OF NECESSITY TAKE PRECEDENCE OVER ALL OTHERS. MOST OF THE SCHEMES OF PROGRESS AND REFORM, OF WHICH WE HAVE BEEN HEARING SO MUCH DURING THE PAST TWO YEARS, COST MONEY TO CARRY OUT, AND IT SHOULD BE ONE OF THE FIRST DUTIES OF THE IMPERIAL ASSEMBLY, WHICH MEETS AT PEKING FOR THE FIRST TIME ON MONDAY NEXT, TO STUDY THE FINANCES OF THE EMPIRE AS THEY ARE DISCLOSED IN THE PROVINCIAL BUDGETS NOW IN THE HANDS OF THE BOARD OF FINANCE, AND TO INSIST ON RETRENCHMENT AND REFORM WHERE IT IS SHOWN TO BE NECESSARY. BUT WE HAVE LITTLE CONFIDENCE THAT ANYTHING OF THE KIND WILL YET BE DONE. THE BUDGETS WILL GIVE MUCH FOOD FOR THOUGHT, NO DOUBT; BUT WHAT ACTION IS LIKELY TO BE TAKEN? IT WOULD ALMOST SEEM THAT THE IDEA HAS NOT OCCURRED TO THE STATESMEN IN PEKING THAT INVESTIGATIONS INTO THE EXPENDITURES MIGHT REVEAL THAT THERE IS A VAST AMOUNT OF ROOM FOR RETRENCHMENT AND REFORM. NO, EACH WANTS HIS OWN PARTICULAR REFORM, HOBBY ADVANCED, AND HE TALKS OF RAISING THE NECESSARY FUNDS BY LOANS. AS AN EXAMPLE OF WHAT IS TAKING PLACE, WE MAY QUOTE WHAT OUR SHANGHAI CONTEMPORARY'S PEKING CORRESPONDENT HAS TO SAY CONCERNING THE EXPENDITURE OF THE MINISTRY OF WAR:—"THE ESTIMATES FOR THAT DEPARTMENT ARE SOME Tls. 75,000,000. THERE ARE THREE DIVISIONS OF 12,000 EACH MAINTAINED AT A COST OF Tls. 1,500,000 EACH; AND INCLUDING ALL OTHER NECESSARY EXPENSES OF THE MILITARY SERVICE, THE TOTAL COST STANDS AT Tls. 26,000,000 PER YEAR. THE REMAINDER IS ABSORBED IN SIDE ISSUES, THE PRINCIPAL OF WHICH IS THE HEREDITARY SUBSIDIES TO BANNERMEN. MY RICHSU COOLIE IS A BANNERMAN, AND HE DRAWS Tls. 3.50 PER MONTH. NEARLY ALL THE MAFOOS, RICHSAMEN, ETC., IN PEKING PARTICIPATE IN THIS BENEFICIAL STIPEND—AND IT ALL COMES FROM THE FUNDS OF THE MINISTRY OF WAR. THE STAFF OF THE LUOCHINPU NUMBERS 600 OFFICERS, BUT LESS THAN 100 OF THESE ARE REGIMENTAL OFFICERS. THUS THE OFFICIALS OF THE CHINESE WAR OFFICE ARE ABOUT EQUAL IN NUMBERS TO THOSE OF THE GREAT EUROPEAN COUNTRIES, WHERE TREMENDOUS STANDING ARMIES ARE MAINTAINED." IT IS THE SAME IN OTHER DEPARTMENTS. THERE IS, INDEED, A BIG FIELD FOR THE REFORMER IN CHINA, AND NOTHING WILL BETTER SERVE TO PROMOTE THE REFORMS WHICH ARE SO GREATLY NEEDED THAN THE PUBLIC DISCUSSION OF THE PROVINCIAL AND IMPERIAL BUDGETS.

ONE CHINESE CASE OF DIPHTHERIA AND TWO OF ENCEPHALITIS WERE THE ONLY CASES OF COMMUNICABLE DISEASE NOTIFIED IN THE COLONY LAST WEEK.

A COTTON MILL HAS BEEN OPENED AT NEWCHIANG, NEAR THE LIAO RIVER, WITH A CAPITAL OF Tls. 2,000,000 JOINTLY SUBSCRIBED BY CHINESE AND JAPANESE.

MR. C. W. CAMPBELL, C.M.G., CHINESE SECRETARY TO THE BRITISH LEGATION AT PEKING, IS LEAVING CHINA ON SIX MONTHS' LEAVE, OWING TO INDIFFERENT HEALTH.

THE TIME FOR THE INTERPORT QUARTER-MILE SWIMMING CHAMPIONSHIP WAS BY T. LO AN OF HONGKONG WAS INCORRECTLY ANNOUNCED AT FIRST AS 5.51. THE RIGHT TIME WAS 6.51.

MR. HYNES, MANAGER OF THE IPEH BRANCH OF THE HONGKONG AND SHANGHAI BANK, IS TO BE MARRIED AT THE END OF NOVEMBER TO MRS. GILMAN, SISTER OF THE FIRST MAGISTRATE.

MR. F. E. WILKINSON, LATELY H. B. M.'S CONSUL AT NEWCHIANG, HAS BEEN TRANSFERRED TO FOOCHOW. HE IS TO BE SUCCEDED AT NEWCHIANG BY MR. CLENNELL. MR. HIGGS, THE VICE-CONSUL AT FOOCHOW, HAS BEEN TRANSFERRED TO NINGPO.

ON SATURDAY NIGHT AN ARMED ROBBERY OCCURRED IN THE VILLAGE OF FO KONG, NEAR KOWLOON CITY. THE POLICE HAVE ARRESTED TWO CHINESE ON SUSPICION OF BEING CONNECTED WITH THE AFFAIR.

A BABY GIRL WAS BORN IN THE AINN VILLAGE AT THE WHITE CITY ON AUGUST 31. THE CHILD, WHICH HAS THE DISTINCTION OF BEING THE FIRST OF ITS RACE TO BE BORN OUTSIDE THE COUNTRY OF THE ALANS, WILL BE GIVEN A NAME IN COMMEMORATION OF THE EXHIBITION.

FEDERICO PEREIRA, A PORTUGUESE YOUTH TWELVE YEARS OF AGE, APPEARED BEFORE MR. E. R. HALIFAX AT THE MAGISTRACY YESTERDAY CHARGED WITH STEALING A QUANTITY OF JEWELLERY FROM MRS. RAMONICA OF MOSQUE ROAD. THE YOUTH WAS HANDED OVER TO HIS FATHER FOR CHASTISMENT.

A NEW ZEALANDER NAMED JOHN MACMILLAN HAS BEEN ACCIDENTALLY DROWNED IN THE WHANGPOO RIVER. HE MAY BE KNOWN IN HONGKONG, AS AT THE INQUEST A POLICE-OFFICER STATED THAT WHEN MACMILLAN ARRIVED IN SHANGHAI HE WAS CHARGED WITH HAVING TRAVELED FROM HONGKONG WITHOUT A TICKET.

THE RETURN OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING THE 25TH SEPTEMBER SHOWS THAT OF NON-CHINESE THERE WERE 315 TO THE LIBRARY AND 259 TO THE MUSEUM, AND OF CHINESE 174 TO THE FORMER AND 2,498 TO THE LATTER. THE LIBRARY WAS, THEREFORE, USED BY 489 PERSONS AND THE MUSEUM BY 2,757.

WE LEARN THAT UNSAFE DWELLINGS ARE STILL BEING REPORTED TO THE PUBLIC WORKS DEPARTMENT, AND THE EMPLOYEES OF THAT DEPARTMENT HAVE BEEN KEPT BUSY ENGAGED IN SHORING-UP OPERATIONS IN ORDER TO PREVENT FURTHER COLLAPSE. YESTERDAY A BUILDING NEAR THE GERMAN TAVERN AND ANOTHER IN POSSESSION STREET WERE MADE SECURE.

THE LATE MR. R. L. RUNDLE, WHOSE DEATH IS ANNOUNCED SHANGHAI, WAS A BROTHER OF GENERAL SIR LESLIE RUNDLE, AND WAS WELL-KNOWN IN SHANGHAI FOR SOME YEARS AS A MEMBER OF THE ORDINARY ROOM STAFF OF THE S. V. C. ABOUT FIVE YEARS AGO HE RESIGNED AND WENT UP COUNTRY, ONLY RETURNING TO SHANGHAI A FEW MONTHS AGO IN THE SERVICE OF THE STANDARD OIL COMPANY.

THE CORPORATION OF THE CITY OF LONDON HAVE GRANTED THE USE OF THE GUILDFHALL FOR A MEETING OF THE CHINA EMERGENCY APPEAL COMMITTEE, OF WHICH SIR ROBERT HART IS PRESIDENT, ON OCTOBER 18. THE BISHOP OF LONDON, DR. LIVINGSTON HART, PRINCIPAL OF THE ANGLO-CHINESE COLLEGE, TIENSHIN, AND DR. D. DUNSMAN MAIN, OF HANGHOU, WHO IS KNOWN IN CHINA AS "DR. APRICOT OF HEAVEN BELOW," HAVE PROMISED TO PEKING FOR THE FIRST TIME ON MONDAY NEXT, TO STUDY THE FINANCES OF THE EMPIRE AS THEY ARE DISCLOSED IN THE PROVINCIAL BUDGETS NOW IN THE HANDS OF THE BOARD OF FINANCE, AND TO INSIST ON RETRENCHMENT AND REFORM WHERE IT IS SHOWN TO BE NECESSARY. BUT WE HAVE LITTLE CONFIDENCE THAT ANYTHING OF THE KIND WILL YET BE DONE. THE BUDGETS WILL GIVE MUCH FOOD FOR THOUGHT, NO DOUBT; BUT WHAT ACTION IS LIKELY TO BE TAKEN? IT WOULD ALMOST SEEM THAT THE IDEA HAS NOT OCCURRED TO THE STATESMEN IN PEKING THAT INVESTIGATIONS INTO THE EXPENDITURES MIGHT REVEAL THAT THERE IS A VAST AMOUNT OF ROOM FOR RETRENCHMENT AND REFORM. NO, EACH WANTS HIS OWN PARTICULAR REFORM, HOBBY ADVANCED, AND HE TALKS OF RAISING THE NECESSARY FUNDS BY LOANS.

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A PARTY OF EUROPEANS AND CHINESE WHO WENT TO THE NEW PORT OF HUNG CHOW, NEAR MACAO, BY RIVER STEAMER ON SUNDAY HAD A SOMewhat PROLONGED STAY THERE ON ACCOUNT OF THE CAPTAIN OF THE STEAMER FAILING TO COMPLY WITH THE PORT REGULATIONS. A NUMBER OF THE CHINESE PASSENGERS, IT APPEARS, LANDED BEFORE THE VESSEL HAD BEEN ENTERED, AND ON THIS ACCOUNT THE CAPTAIN WAS DETAINED FOR A FEW HOURS, AND WAS ONLY LIBERATED ON THE EUROPEANS RAISING A SUBSTANTIAL SUM AS BAIL.

BEFORE MR. E. R. HALIFAX AT THE MAGISTRACY YESTERDAY DEFECTIVE-SERGEANT GRANT CHARGED YOUNG KING CHIN, SHROFF TO MESSRS. KRUSE & CO., THE MEDICAL HALL AND MESSRS. BUNN & BERLINGER, ON TWO COUNTS—UTTERING A FORGED RECEIPT, AND WITHHOLDING MONEY ON A FORGED RECEIPT. THE RECEIPT, WHICH WAS MADE OUT ON BEHALF OF W. SMITH & CO., IS SAID TO HAVE BEEN FORGED BY MESSRS. JESEN & CO., AND ON THE STRENGTH OF THIS SIGNATURE THE COMPRADE OF THE LATTER FIRM PAID OVER A CERTAIN SUM OF MONEY. ACCUSED, WHO WAS DEFENDED BY MR. LEO D'ALMADA & CASTRO, WAS REMANDED FOR A WEEK.

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MR. GARDNER WENT INTO THE WITNESS-BOX AND PRODUCED A SIGNATURE OF DALY'S WHICH HE HIMSELF HAD WITNESSED.

MR. GARDNER SAID HE WAS SATISFIED THAT THE SIGNATURES ON THE PROMISSORY NOTES WERE THE SAME.

MR. HIND RAISED THE POINT OF LAW AS TO WHETHER PLAINTIFF WAS ENTITLED TO SEE WHETHER NO EVIDENCE HAD BEEN PRODUCED TO THE EFFECT THAT THE ORIGINAL LENDER HAD ENDORSED THE BILLS.

PLAINTIFF STATED THAT HE HAD BOUGHT THE NOTES FROM MR. GARDNER FOR \$300.

THE CASE WAS ADJOURNED UNTIL FRIDAY.

SALE OF ICE HOUSE STREET PIER.

THE AUCTION OF THE PIER AND OF THE RIGHT OF ERECTING AND MAINTAINING A PIER OVER CROWN FORESHORE OPPOSITE ICE HOUSE STREET WAS HELD AT THE OFFICES OF THE PUBLIC WORKS DEPARTMENT YESTERDAY AFTERNOON. THE LARGEST DIMENSIONS ALLOWED ARE 250 BY 50 FEET, AND THE UPSET PRICE WAS \$15,000. THERE WERE ONLY TWO BIDDERS PRESENT—THE HON. MR. E. OABORNE, FOR THE STAR FERRY COMPANY, AND A CHINESE MERCHANT NAMED LI PING KWONG. BIDDING OPENED AT \$15,100, AND ROSE RAPIDLY UNTIL THE SUM OF \$15,900 WAS REACHED, AT WHICH PRICE THE STAR FERRY CO. BECAME THE PURCHASER.

WE UNDERSTAND THAT THE CONSTRUCTION OF THE NEW PIER WILL SHORTLY BE PROCEEDED WITH, AND THAT ONE SIDE OF THE PIER WILL BE USED FOR THE ORDINARY KOWLOON SERVICE, WHILE FROM THE OTHER SIDE THE RAILWAY FERRIES WILL BE DESPATCHED.

LATEST STEAMER MOVEMENTS.

THE C.P.R. CO.'S STR. "EMPEROR OF INDIA" ARRIVED AT KOBE AT 7 P.M. ON THE 23RD INSTANT, AND LEFT AGAIN AT NOON ON THE 24TH INSTANT FOR YOKOHAMA, WHERE SHE WAS DUE TO ARRIVE AT NOON ON THE 25TH INSTANT.

THE P. & O. & N. CO.'S STR. "BORNEO" IS EXPECTED TO ARRIVE AT PENANG ON THE 28TH INSTANT, AT 6 A.M.

THE P. & G. M. CO.'S STR. "BESLOW," WHICH LEFT HERE ON THE 21ST INSTANT, AT NOON, ARRIVED AT SINGAPORE ON THE 25TH INSTANT, AT 3 P.M.

SERGEANT LINK OF THE BUFFS, WHO HAS BEEN GYMNASTIC INSTRUCTOR AT THE V.R.C. FOR THE LAST TWO YEARS, HAS BEEN APPOINTED INSTRUCTOR OF THE PENANG VOLUNTEERS, AND LEAVES FOR THE LATTER PORT ON THE 26TH INSTANT, BY THE TRANSPORT "ROHILLA." DURING HIS TWO YEARS' WORK IN THE V.R.C. SERGEANT LINK HAS DEVELOPED QUITE A NUMBER OF ATHLETES, AND, apart from his capabilities as an instructor, he has earned the goodwill and esteem of his numerous pupils by his unvarying courtesy and the assistance which he has always rendered the officials of the Club. Sergeant Link, of the

NOTICE

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NEW ADVERTISEMENTS

JUST PUBLISHED:
"POPPY PETALS,"
By D. G. C.
Author of "LUI SING,"
"The Flight of an Arrow," &c.
PRICE 35s.

THESE TALES are not the woven tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary resident.

KELLY & WALSH, LTD.,
Hongkong, 27th September, 1910. [1114]

NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND
SINGAPORE

THE Steamship
"CATHERINE APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. The cargo remaining on board after 4 P.M. of the 28th Inst. will be landed at Consignees' risk and expense. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside; such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 26th September, 1910. [113]

S.S. "OCEANIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London or a.s. "Matapan" and "Medoc" from Bordeaux ex a.s. "Ville de Lille" and "V. de Cotte" in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unchained after the 3rd Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th Oct., or they will not be recognized.

All damaged packages will be examined on the 3rd Oct., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 25th September, 1910. [2]

THE HONGKONG WEEKLY PRESS &
CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.
Leading Articles:

The Mineral Wealth of China.
Hongkong and the "Bedford" Disaster.
The Customs Tariff for Korea.
The Cost of Hongkong Public Works.
Drink v. Opium.

Jerry Building in Hongkong.
Canada and Asiatic Immigration.
Patriotic Memorials in Hongkong.
Random Reflections.

Tang Shao-Yi in Hongkong.
Hongkong News.

Another Disastrous Building Collapse.
Licensing Board.

With Dog and Gun in the New Territory.
The Annexation of Korea.

Hongkong St. Andrew's Society.
The Whampoa Conservancy.

An American Transport Aground.

Sporting Notes.

The Gymkhana.
Hongkong's Military Expenditure.

Engineering in the Yuen, tsao Valley.

Company Report:—

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.

The Douglas Steamship Company, Limited.

Arrival of American Fleet.

The Opening of the Railway.

Hongkong Cricket League.

The Building Collapse in Jervois Street.

Shanghai Trade.

India and the Canton Opium Monopoly.

Copra in the Philippines.

Chinese Fan Making.

H.M.S. "Bedford" Disaster.

H.M.S. "Newcastle."

Supreme Court.

The Charge Against John Grant.

Appreciation for Separation Order.

Sun Yat Sen's Brother to be Banished.

Shipping Notes.

A New Japanese Dreadnought.

Cricket Club Concert.

Company Meetings:

The China Light and Power Company.

Limited.

Hongkong Cotton Spinning, Weaving and Dyeing Company.

Douglas Steamship Company.

The Russo-Chinese Bank Report.

Railway Construction at Canton.

Chinese Woollen Mills.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from this Office to addresses sent; including postage 30 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance: postage 32.

Hongkong, 27th September, 1910.

INTIMATIONS

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF
H.E. SIR HENRY MAY, K.C.M.G.
H.E. MAJ. GENERAL BROADWOOD, G.B.
COMMODORE BYERS, R.N.
AN ENTERTAINMENT

Will be held

AT THE

CITY HALL,
On SATURDAY, 15th, AND MONDAY,
17th OCTOBER,

Seats may be Booked at the ROBINSON
PIANO CO., on and after MONDAY, 3rd
October.

Hongkong, 27th September, 1910. [1095]

BOXING!

AT THE
CITY HALL.
On SATURDAY, 1st OCTOBER, 1910.

MAIN EVENT:

BILL LEWIS v. ROY KINNEY,
25 Three Minute Rounds
for a Purse of \$1,000.

4 Preliminaries.

Booking and Plans at ROBINSON PIANO
CO., LTD.

PROMOTER, R. H. WHITTAKER,
Hongkong, 24th September, 1910. [1107]

CANTON INSURANCE OFFICE, LTD

NOTICE TO SHAREHOLDERS

THE TWENTY-NINTH ORDINARY
MEETING of SHAREHOLDERS will be held at the Offices of the undersigned on SATURDAY, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 26th September, 1910. [1110]

KOWLOON CRICKET CLUB

THE ANNUAL GENERAL MEETING
of the above Club will be held in the Club House TO-DAY, (TUESDAY), the 27th inst., at 5.15 P.M.

T. CHEE,
Hon. Secretary.
Hongkong, 16th September, 1910. [1067]

NOTICE.

WE HAVE This Day been Appointed
AGENTS for the SWEDISH EAST
ASiATIC STEAMSHIP CO., LTD.

OLOF WIJK & CO., AGENCIES, LTD.

Gothenburg, 1st September, 1910. [1091]

AUCTIONS

G. S. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of
the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCE THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Kau U Fong, for a term of 15 years, in the Colony of Hongkong, for the Colony of Hongkong, for a term of 15 years. [1111]

PARTICULARS OF THE LOT.

No. of Site	Lot No.	Locality	Boundary Measurements.	Com.	Upst. S.	Annual Rent.
Site No.	Lot No.	Locality	Boundary Measurements.	Com.	Upst. S.	Annual Rent.
Inland	Kau U Fong	W. E. N. E.	feet feet feet feet	3,16	5,00	
Shore			(As per sale plan.)			

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH DRAWING of
SIXTY-FIVE DEBENTURES of the
HONGKONG CLUB (1896 issue, \$100 each)

was held in the HONGKONG CLUB HOUSE,
on SATURDAY, the 17th September, 1910,
when the following Debentures were drawn for Redemption:—

1	313	760	1130	1479
2	338	789	1158	1538
3	349	794	1168	1585
4	466	798	1226	1637
5	578	937	1233	1694
6	582	952	1313	1740
7	608	1019	1340	1766
8	618	1023	1343	1784
9	630	1048	1361	1791
10	649	1064	1392	1805
11	675	1083	1403	1905
12	684	1096	1409	1943
13	739	1112	1448	2000

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on FEIDAY, the 30th September, 1910, in Exchange for surrender of same.

By Order,

JAMES CRAIK,
Secretary.

Hongkong, 17th September, 1910. [1072]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of
Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

Certain improvements and additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Offices above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 17th September, 1910. [1074]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong, 6th March, 1907. [33]

For the Board of Directors.

T. F. HOUGH,
Chairman.

Hongkong, 1st September, 1910. [1009]

INTIMATIONS

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a

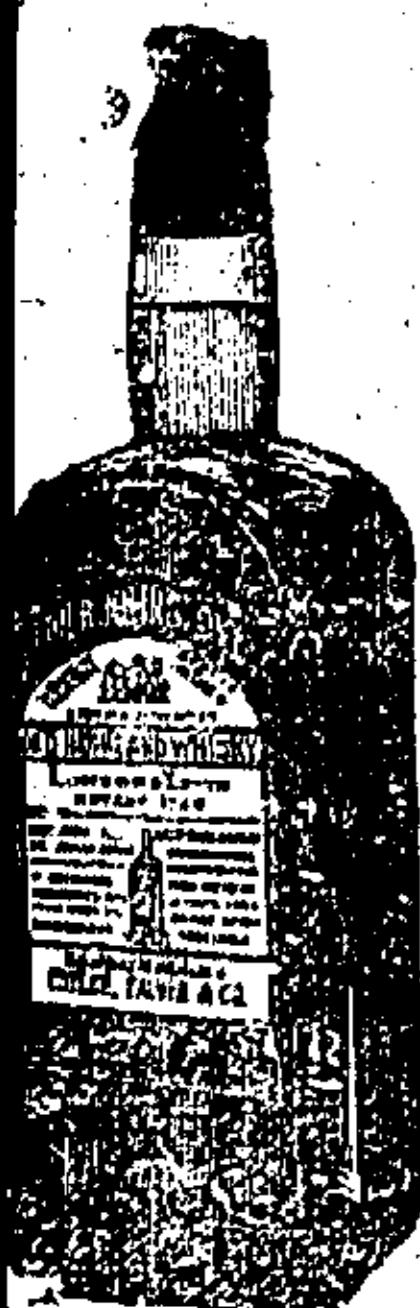
First Call of—Dollars—Ten (\$10)

HONGKONG CURRENCY—Dollars

and Cents Twenty-five (\$1025) HONGKONG

CURRENCY, per Share will be made on the Preferred

APIER JOHNSTONES'
SQUARE BOTTLE
WHISKY.



BEWARE OF
IMITATIONS
THE SAME TO DAY AS IN 1745.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

SHIPPING IN PORT.

STEAMERS
ANGHIN, German str., 1,600, C. Kimpel, 18th Sept.—Bangkok 9th via Swatow 17th Sept.—Rice and Meal—Butterfield & Swire.
BOSUN-MARU, Japanese str., 1,300, Y. Fuseno, 11th Sept.—Shanghai and Swatow 10th Sept.—General—Osaka Shosen Kaisha.
BUTU MARU, Japanese str., 1,813, Yatsuyang, 23rd Sept.—Dairen 17th Sept., Coal—Mitani Bisan Kaisha.
CATHERINE ALEX, British str., 1,750, G. F. Hudson, 25th Sept.—Calcutta, Pemang and Singapore 19th Sept., General—David Sassoon & Co.
CHENAN, British str., 1,350, Lloyd Jones, 25th Sept.—Shanghai 22nd Sept., General—Butterfield & Swire.
CROISING, German str., 1,021, Bruhn, 21st Sept.—Bangkok 10th Sept., Rice—Butterfield & Swire.
COWIE, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asian Petroleum & Co.
DAGNY, Norwegian str., 883, Solresen, 23d Sept.—Wakamatsu 17th Sept., Coal—Aagaard, Thoresen & Co.
DEVONET, British str., 1,574, Jonkin, 24th Sept.—Saigon 20th September, Rice and General—Man Fat & Co.
GLENFARG, British str., 2,053, W. L. Hartnell, 19th Sept.—Java via Labuan 13th Sept., Sugar—Shaw, Thomas & Co.
HAICHENG, British str., 1,267, W. C. Passmore, 25th September—Swatow 24th September, General—Douglas, Laprell & Co.
HANOI, French str., 630, J. Pannier, 22d Sept.—Haiphong 19th Sept., General—A. R. Marti.
INVERBEE, British str., 3,205, A. H. Smith 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.
JAPAN, British str., 3,605, A. Stewart, 20th Sept.—Moj 16th Sept., General—David Sassoon & Co., Ltd.
KAGA MARU, Japanese str., 3,905, Kitano, 23d Sept.—Wakamatsu 17th Sept., Coal—Mitui Bishi Goshi Kaisha.
KIANI PING, Chinese str., 1,222, H. Udden, 10th September—Chinkiang 30th August, General—Tung Lee & Co.
KOHCHIANG, German str., 1,293, C. Rosinsky, 22nd Sept.—Bangkok 15th Sept., Rice and Tea—Butterfield & Swire.
KORAT, German str., 1,223, H. Oldsen, 25th Sept.—Bangkok and Kohlechong 17th Sept., General—Butterfield & Swire.
KOREA, American str., 5,651, S. Sandberg, 24th September—San Francisco 23rd August, General P. M. S. Co.
KUNCHEW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.
LANDERSTEIN, German str., 1,012, A. Struve, 24th Sept.—Bangkok 15th Sept., Rice and Swatow 23rd Sept., Rice—Siamese & Co.
LENNON, British str., 2,361, D. Reid, 1st Sept.—Keeling 30th Aug., General—Dowell & Co.
MANSHU MARU, Japanese str., 3,254, H. Iino-kuma, 20th Sept.—Moj 12th September, Coal—Order.
MATHILDE, German str., 891, Uldern, 23d Sept.—Haiphong and Hoihow 22nd Sept., General—Jensen & Co.
NO. 3 KERON, Japanese str., 3,778, T. Takai, 17th Sept.—Moj 11th Sept., Coal—Order.
PAKLAJ, German str., 1,018, E. Gathemann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.
PEHMENPH, British str., 1,665, J. H. Scott, 20th Sept.—Saigon 16th Sept., Rice—Chinese.
PROMETHEUS, Norwegian str., 1,024, G. Korneliusen, 15th Sept.—Manila 12th September, General—Aagaard, Thoresen & Co.
SHANIS, British str., 1,222, Pottinger, 23d Sept.—Java 13th September, Sugar—Butterfield & Swire.
SHIBETORO MARU, Japanese str., 2,479, Atami, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.
SIMORGAN, Dutch str., 1,200, H. V. van 24th Sept.—Surabaya 14th September, Sugar—Yen Fa Hong.
SOSHU MARU, Japanese str., 1,119, Y. Yamamoto, 25th Sept.—Anping via Amoy and Swatow 24th September, General—Osaka Shosen Kaisha.
SUNGKIAN, British str., 987, H. A. Hards, 15th September—Amoy 12th September, General—Butterfield & Swire.
SUVERIC, British str., 4,011, L. S. Cowley, 19th Sept.—Manila 17th September, Hemp—Dowell & Co.
TEAN, British str., 1,346, A. W. Outerbridge, 23d Sept.—Manila 20th Sept., General—Butterfield & Swire.
TUNGSHENG, British str., 1,173, Hussey, 20th Sept.—Wakamatsu 14th Sept., Coal—Jardine, Matheson Co.
VORWARTS, Austrian str., 3,727, Bednars, 23d Sept.—Kobo 13th and Shanghai 20th Sept., General—Austrian Lloyd & N. Co.
WONGKOK, German str., 1,115, H. Ibbeken, 24th Sept.—Bangkok 15th Sept., Rice and Wood—Butterfield & Swire.
WOSANG, British str., 1,127, Smith, 25th Sept.—Shanghai and Swatow 24th September, General—Jardine, Matheson & Co.
WUHU, British str., 1,227, A. Lecker, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.

ACROSS CHINA AND TURKESTAN.

X.—FROM AKSU TO KASHGAR.
(FROM THE "TIMES" PEKING
CORRESPONDENT.)

KASHGAR, June 22nd.
In Aksu I engaged two broad-wheeled light carts to carry my servants and things to Kashgar while I confined on horseback. The distance is 322 miles, divided into 18 stages, which we covered in less than ten days. It is a flat country consisting of saline wilderness and sand dunes with dead scrub and gnarled trees deeply embedded in sand, rare habitations and brackish water alternating with splendid irrigated lands, well timbered, producing richly, and thickly poised. Land is being steadily recovered from the desert, cultivation is spreading, and the rainfall is increasing. At regular intervals there are horse stages where those provided with a Government order can obtain extra horses. In the New Dominion these stages are invariably entrusted to Hanunesse, who find in the opium pipe some consolation for the dreariness of the lives which they have to live among a people of whose language they are entirely ignorant. Opium is grown across the Russian border and is smuggled into the Dominion, in certain cases provided for the purpose with a false bottom. Its price is greater than its weight in silver and is rising rapidly, so that the stage men are put to strain to purchase what they require. It is the starved horses that suffer.

PRIVILEGE OF THE HANUNESSE.
This monopoly of the post stations is another of the special favours shown to the natives of the province of Hunan. In the reconquest of the New Dominion the two Generals who took the leading part were both Hanunesse. One of them was the first Governor of the reconstituted province. Their troops were mainly Hanunesse braves. Generous in its concern for what it owes to the Throne has been ever since shown the Hanunesse marked favour in the new province giving them the monopoly of the tea trade and of the post stages and selecting them to fit 90 per cent. of the official posts in the Dominion. They own most of the pawnshops. They are the liaison officials, the magistrates and tax-gatherers. They form the majority of the "expectant" officials of the province, that is to say, the officials who have purchased rank and the right of office and are waiting for a vacancy to enter upon a career of official plunder. They are a bad type to be a new province, for they carry on the traditions of the conquest and bleed the people unmercifully. The most arrogant of these "expectant" officials who have a profound contempt for the Turks, contemptuously despising them as "submissive to oppression and incapable of gratitude." They refuse to make the pilgrimage to Mecca. There are Hadjis in every village of Turkistan. Usually four or five men make the journey together. North of the Tien Shan they go and come by the Russian railway through Tashkent and Transcaspia, invariably proceeding to Constantinople before going to Mecca. South of the Tien Shan a large number make the outward journey by the Russian railway from Andijan and return by the Bosphorus and the Karakorum Pass over the Himalayas. Seventy pounds sterling covers the cost of the round trip.

INCOMPETENT OFFICIALS.
The Chinese officials maintained in this distant region are even for China singularly ill chosen. The chief civil official is the Taotai, whose circuit is the largest in the Empire, extending in one direction to Aksu and in the other to Keria. Its holder is an Anhui man who first came to the province at the time of the reconquest in 1878. He is 69 years of age, and is the worst type of the traditional Chinese official. Feeble and decrepit, he is sprightly compared with the district magistrate, a Huihui man of 79 in his second childhood, whose experience in the province also dates from 1878. The poor old fossil has magisterial control over 300,000 people.

Neither of the aged military commanders has any modern training. The provincial commander-in-chief is a military Mandarin of obsolete type whose title is an empty one. There are no modern troops. Troops are the old-fashioned provincial braves, and their effective strength bears no reasonable proportion in fact to their numbers on paper. Nominally there are seven squadrons of cavalry, whose men provide their own horses, six battalions of infantry, and one battery of artillery with two guns. One of these guns was used in the reconquest in 1878, and has apparently not been since cleaned. There is also an old Hotchkiss gun. Arms are of varied pattern. They are mostly Tower muskets cut down to carbine size; there are some Mausers of the 1871 model and some of more modern type, and some Remington rifles. No doubt in time modern drilled troops, properly armed and accoutred, will be sent here. At present the military display is not one calculated to strike terror into the heart of the Chinese merchant.

In the old city, in a commanding position, is the double city of Kashgar, where are gathered together the most numerous mass of people in the New Dominion. As is the case in so many of the cities of Chinese Turkistan, there are twin cities several miles apart. Old Kashgar, the Turki city, has a population of 110,000, over-spreading a wide area outside the city wall. The new Chinese city is much less thickly peopled. Within its walls are the headquarters of the provincial Commander-in-Chief and of the Prefect, and the business houses of the Chinese merchants.

Long avenues of willows and poplars lead to

their expulsion, just as colonies of them have been expelled from Russian Turkistan and from Afghanistan. The Chinese could deal with them by forbidding the natives to deal with them—a course to which it has been made known there would be no objection on the part of the Indian Government. Far, however, from being subjected to such measures, the natives are actually protected by the Chinese officials who borrow money from them and in return for lenient treatment in their own case connive at the extortion they practise on others.

In both cities of Kashgar are branches of the Swedish Protestant Mission. They began work here among the Mahomedans in 1892 and among the Chinese in 1900. The missionaries are excellent linguists. They are provided with passports, obtained through the French Legation in Peking, in which they are described as members of the religion of the Lord of Heaven—that is to say, the Catholic religion—but when the Swedish Treaty is ratified they will have suitable passports issued by their own Legation.

GERMAN INTERESTS.

No other nations have any interests here, with one notable exception. In a circular recently addressed by the German Consul in Tientsin, North China, to Turkish subjects in Kashgar, in reply to a petition sent by an Armenian carpet weaver resident in Khotan, named Piramatz, the Consul informed them that his Government, had, at the request of the Turkish Government, undertaken the protection of Turkish subjects in China. Kashgar being within his district, he desired to know the names and addresses of all Turkish subjects, and he requested them to communicate with him, and he pledged himself to give them all necessary assistance. There are known to be 14 Turkish subjects in the Taotai's district of Kashgar, and there are no doubt others. Formerly France, by an informal arrangement with Turkey, gave protection to Turkish subjects in China. Last year Piramatz applied for registration as a British subject, but his request was refused. In view of the increasing intimacy of relations between the Mahomedan subjects of China and their co-religionists of Turkey and the extension of the Pan-Islamic movement, the action of the German Consul calls for notice, especially as China has recently announced that she will not recognize protection given by a treaty Power to subjects of a Power having no treaty relations with China.

Twice on my journey across China I met emissaries from Western Islam. One was a native of Tunis, sent to visit the Mahomedans of the province of Hunan. In the reconquest of the New Dominion the two Generals who took the leading part were both Hanunesse. One of them was the first Governor of the reconstituted province. Their troops were mainly Hanunesse braves. Generous in its concern for what it owes to the Throne has been ever since shown the Hanunesse marked favour in the new province giving them the monopoly of the tea trade and of the post stages and selecting them to fit 90 per cent. of the official posts in the Dominion. They own most of the pawnshops. They are the liaison officials, the magistrates and tax-gatherers. They form the majority of the "expectant" officials of the province, that is to say, the officials who have purchased rank and the right of office and are waiting for a vacancy to enter upon a career of official plunder. They are a bad type to be a new province, for they carry on the traditions of the conquest and bleed the people unmercifully. The most arrogant of these "expectant" officials who have a profound contempt for the Turks, contemptuously despising them as "submissive to oppression and incapable of gratitude." They refuse to make the pilgrimage to Mecca. There are Hadjis in every village of Turkistan. Usually four or five men make the journey together. North of the Tien Shan they go and come by the Russian railway through Tashkent and Transcaspia, invariably proceeding to Constantinople before going to Mecca. South of the Tien Shan a large number make the outward journey by the Russian railway from Andijan and return by the Bosphorus and the Karakorum Pass over the Himalayas. Seventy pounds sterling covers the cost of the round trip.

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Long avenues of willows and poplars lead to

the World's Family Medicine.

A family medicine is a necessity.

The human body is an intricate piece of machinery which is easily

put out of order, and unless the

wrong is righted in its early stages

a general break-down is certain.

The wise keep the World's Family

Medicine always at hand, and this

is universally acknowledged to be

the best medicine in the world.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Troubles.

For the cure of all Diseases.

For the

MISSING VESSELS.

OCEAN'S TOLL OF SHIPS AND MEN.

The committee of Lloyd's, on the 31st ult., referred to as "missing" the fine cargo steamer *Maryarche Ries*, a modern vessel of 2,702 tons gross, which has been lost with all hands while crossing the North Atlantic. How, when, and where the ill-fated steamer met her doom will never be known, for not a word has been heard of her since June 21, on which day she sailed from Norfolk (Virginia) for Amsterdam and Sharpness. The missing steamer, which carried a crew of about 24 men, loaded a cargo of pitch-pine at Pensacola, a well-known timber port. She sailed thence on June 15, and a few days later made a call at Norfolk. Her departure from the latter port is the last news of the ship, and same weeks ago underwriters looked upon her as hopelessly overdue. Built so recently as 1906, the missing vessel was owned by a German firm having their head-quarters at Hamburg.

Every year yields its quota of ocean mysteries in the way of missing ships, and, generally speaking, the causes responsible for these particular maritime disasters never become known. During the present year 16 vessels, of various sizes and types, have been posted at Lloyd's as missing, and it is particularly regrettable that included in this total were eight British boats. In a number of instances the vanished ships have been of comparatively small size, and the loss of life in these cases has not been great. For example, seven of the missing British craft were small sailers, ranging in size from 60 net tons to 178 net tons. Where vessels of this type disappear at sea it is generally assumed that they have foundered in heavy weather.

But, as a contrast to these losses, there has been one British vessel the unaccountable loss of which was responsible for the drowning of over 150 men. This was the British India steamer *Loediana*, an old trader of over 2,000 net tons, which disappeared with all hands when on a voyage across the Indian Ocean, and was finally posted at Lloyd's as missing.

Not every vessel which disappears at sea without her fate being definitely known is posted as "missing" at Lloyd's. In a number of instances where vessels fail to arrive no such procedure is followed. In Lloyd's Register, however, an entry is made against the ship's name, indicating that she is "missing" from such and such a date.

Last year the total of vessels actually posted missing was 19, with an aggregate net tonnage of 23,544 tons. It was roughly estimated that these 19 losses were accountable for the sacrifice of about 500 lives. Twelve of these vessels were British-owned, the most notable being the Blue Anchor steamer *Waratah*, which had 207 people on board at the time of her mysterious loss off the South African coast.

COST OF LONDON BRIDGES.

The income of the Bridge House Estates (of which the City Corporation are the Trustees) last year was £152,974, and the expenditure was £207,015. The maintenance of the Tower Bridge cost £15,585, of which £7,715 was expended in salaries and wages and £2,334 in lighting and cleansing. The cost of maintaining London Bridge was £1,494, Blackfriars Bridge £1,207, and Southwark Bridge £1,000. The sum of £94,000 was spent last year on the widening of Blackfriars Bridge.

FASHIONS FROM THE EAST.

It is a fact universally recognised to-day, says a London contemporary, that in the matter of woman's dress there are no "more details," and that every item of her toilette has a part in producing a total and harmonious effect. Thus, if a woman wishes to appear well dressed, it is not sufficient to have her hat and frock in the latest style; she must also see that her veil, the handle of her umbrella, her scarf, her handbag all conform to the tendency which rules the fashion of the moment.

This season Oriental colours and draperies have been introduced into the salons, and this main idea is being carried out in every article of wearing apparel. For evening dresses, the most fashionable are gold or silver tunics over a rich-coloured foundation. For afternoon frocks, the tunics are generally made of some lighter material, but the trimming is always elaborate, and consists of ribbon interlaced in the corsage and under the tunic, and of the new "metal lace" as it is called. This lace is made entirely of gold or silver thread, and is to be worn this year more than any other lace. It is used a good deal also round the bottom of "pot" hats.

"The Oriental fondancy of the day," a West End modiste said to an *Express* representative, "manifests itself strongly in the turbans hats, which are becoming very popular, and in the Egyptian veils and daintily coloured scarves.

Beads will be more popular than ever this year, and they will adorn frocks, belts, and shoes. The latest stockings from Paris for evening wear have designs of coloured beads worked on them. Pearls, real and imitation, are also to play a great role this season. They will be worn as necklaces, or in huge ropes reaching down to the waist, and also as hair ornaments.

Another innovation from the East is the fringe. It appears as a dainty finish to the heavy "metal" tunics, and there is a charming originality about a fringe which completes the apron panel so popular for afternoon frocks.

The new theatre bags have the lower seam bordered with a deep fringe, and the belt rope tassel on the new satin scarf is but another of its forms.

TWENTY NEW DESTROYERS ORDERED.

The Admiralty have decided to name the twenty destroyers provided for in the shipbuilding programme for 1910-11 as follows: *Archer*, *Acheron*, *Ariel*, *Attack*, *Badger*, *Beaver*, *Defender*, *Druid*, *Ferret*, *Forester*, *Gothaugh*, *Hind*, *Hydra*, *Jackal*, *Lapwing*, *Lizard*, *Phoenix*, *Sandfly*, and *Tyrene*. The destroyers will be built and equipped by the following firms: *Acheron* and *Druid*, by Messrs. Thornycroft & Co., of Southampton; *Archer* and *Attack*, by Yarrow & Co., *Badger* and *Beaver*, by Parsons Marine Steam Turbine Co., Wallsend-on-Tyne; *Defender* and *Ferret*, by Denny Brothers, Dumbarton; *Forester*, by Messrs. J. S. White & Co., Cowes; *Gothaugh*, by Messrs. W. Boardman & Co., Dalmuir, N.B.; *Hind*, *Hydra*, by Messrs. John Brown & Co., Clydebank; *Jackal* and *Tyrene*, by Messrs. Hawthorn, Leslie, & Co., Newcastle-on-Tyne; *Lapwing* and *Lizard*, by Messrs. Cammell, Laird & Co., Birkenhead; *Phoenix*, by Messrs. Vickers, Sons & Maxim, Barrow-in-Furness; and *Sandfly*, by Messrs. Swan, Hunter & Co., Newcastle-on-Tyne.

WOMEN STRIKERS HOLD UP A RAILWAY.

TRAIN FORCED TO HALT AT LEVEL CROSSINGS.

Women strikers have caused extraordinary chaos in the west of Ireland by holding up a railway. The line affected is the Clare railway between Kilrush, Ennis, and Kilkee. Women act as crossing gatekeepers on this line, and they, with the "milesmen," or plateayers, have come out on strike. None of the women at the crossings will open the gates for the trains to pass. Two of the train services have therefore been taken off, and the two remaining trains are several hours late. A man has to travel on the engine to open the gates, and at night this is attended by considerable danger, as there are no lights at the crossings. Not only are the business and mail services thrown into confusion, the tourist traffic which, owing to the Ennis and Milltown Malbay races and the holiday season, should be now at its height, is also held up, as trains cannot travel with anything approaching punctuality.

The cause of the dispute is the application of the "milesmen" for increased wages and shorter hours. The directors asked to have the men's demand postponed until January, but this was refused.

At the half-yearly meeting of the shareholders at Lahinch the directors again asked the men to adjourn their demands for a week, but that request was also refused.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 25th at 9.05 p.m.—No. 2 night signal hoisted.

The typhoon appears to be situated about 250 miles to the south of South-East of the Colony and to be moving towards W.N.W. On the 26th at 6.00 a.m.—Black South Cone hoisted.

At 9.10 a.m.—Signal lowered.

At noon—Except in Cochin-China and the Philippines, the barometer has risen generally, particularly over the China coast and Japan.

The typhoon appears to have moved Westwards and to have reached the neighbourhood of the Paracels.

A high pressure area of considerable intensity lies over N. China, and strong N.E. monsoon prevails over the whole of the China coast.

Rough weather must still be expected over N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood: N.E. winds, moderate gale to strong breeze; squally & rainy at first, improving later.

Formosa Channel: N.E. gale.

South coast of China between Hongkong and Lamcocks: Same as No. 1.

South coast of China between Hongkong and Ha...: Same as No. 2.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.03 inches.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTE	CAPTAIN.	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co...	On 1st Oct., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Grogor, R.N.R.	P. & O. S. N. Co...	About 5th Oct.
COPENHAGEN	RUHOMA	Dan. str.	—	—	MELCHERS & CO...	On 1st Oct.
HOTERDAM, HAMBURG & ANTWERP, &c.	BADEVIA	Ger. str.	k. w.	Hildebrandt...	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAVRE, HAMBURG & ANTWERP, &c.	BADEVIA	Ger. str.	k. w.	Wagner...	HAMBURG-AMERIKA LINIE	On 6th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k. w.	Habel...	HAMBURG-AMERIKA LINIE	On 13th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ARMENIA	Ger. str.	k. w.	Rohde...	HAMBURG-AMERIKA LINIE	On 6th Nov.
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Gregory...	JARDINE, MATTHESON & CO., LTD.	About 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE	Frans. str.	—	Lance...	MESSEGERER MARITIMES...	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	F. E. Cope	—	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP, &c.	AMERIA	Ger. str.	k. w.	Deinat...	HAMBURG-AMERIKA LINIE	On 4th Oct.
YOKO MARU	YOKO MARU	Jap. str.	—	Takeda...	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
C. FRED. LAERZ	—	Ger. str.	k. w.	Knassel...	HAMBURG-AMERIKA LINIE	On 23rd Oct.
HIRANO MARU	HIRANO MARU	Jap. str.	—	H. Fraser...	NIPPON YUSEN KAISHA	On 26th Oct., at D'light
DEFFLINGER	—	Ger. str.	—	G. Meiners...	MELCHERS & CO...	On 5th Oct., at Noon
VORWABETS	—	Aus. str.	B. Bednarz	Sander, WIELER & CO...	SANDER, WIELER & CO...	To-morrow, at Noon.
INDRAVELLI	—	Aus. str.	—	—	SHEWAN, TOME'S & CO...	About 21st Oct.
MUNCASTER CASTLE	—	Brit. str.	—	—	DODWELL & CO., LTD.	About 5th Oct.
INDRAWADI	—	Brit. str.	—	W. Gray, Willm...	JARDINE, MATTHESON & CO., LTD.	About 15th Oct.
SEVERIC	—	Brit. str.	—	F. S. Cowley	DODWELL & CO., LTD.	To-day.
EMPEROR OF JAPAN	—	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO...	On 8th Oct., at 5 p.m.
MONTAGUE	—	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO...	On 8th Nov., at Noon.
SEATTLE MARU	—	Jap. str.	T. Saito	—	OSAKA SHOSEN KAISHA	On 5th Oct., at Noon.
INADA MARU	INADA MARU	Jap. str.	K. Kawara	—	NIPPON YUSEN KAISHA	On 11th Oct., at Noon.
TAMA MARU	—	Jap. str.	K. Sato	—	TOYO KISEN KAISHA	On 8th Nov., at Noon.
BUYO MARU	—	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 22nd Oct., at Noon.
YAWATA MARU	—	Jap. str.	—	—	BUTTERFIELD & SWINE	On 30th inst., at Noon.
CHANGSHA	—	Brit. str.	—	G. W. Ely...	BUTTERFIELD & SWINE	On 30th inst., at 4 p.m.
COHLINA	—	Brit. str.	—	H. Racine...	MELCHERS & CO...	On 8th Oct., at 5 p.m.
NIKKO MARU	—	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 29th inst., at 5 p.m.
TANGO MARU	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	About 18th Oct.
PRINZ WALDEMAR	—	Ger. str.	—	F. Iseke	MELCHERS & CO...	To-morrow, at Noon.
NIKKO MARU	—	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch.
TRIESTE, &c., VIA SINGAPORE, &c.	—	Dut. str.	—	Bouman...	JAVA-CHINA-JAPAN LINI...	On 29th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	—	—	—	F. Mooney	JARDINE, MATTHESON & CO., LTD.	On 6th Oct.
BOSTON & NEW YORK	—	—	—	E. Forsyth	BUTTERFIELD & SWINE	About 5th Oct.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	—	—	—	J. Randolf...	MELCHERS & CO...	About 6th Oct.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	—	—	—	W. H. S. Hall, R.N.R.	MESSAGERIES MARITIMES...	On 10th Oct., at 1 p.m.
VICTORIA, C.B. & TAC. MA VIA JAPAN	—	—	—	Rebutat...	BUTTERFIELD & SWINE	To-morrow, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	—	—	—	—	BUTTERFIELD & SWINE	On 5th Oct., at 4 p.m.
CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	—	—	—	Kenzie...	BUTTERFIELD & SWINE	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	—	—	—	A. Campbell...	BUTTERFIELD & SWINE	On 29th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	—	—	—	Teranaka...	NIPPON YUSEN KAISHA	On 29th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	—	—	—	Owen Jones, R.N.R.	BUTTERFIELD & SWINE	On 2nd Oct., at D'light
ROBE & YOKOHAMA	—	—	—	—	BUTTERFIELD & SWINE	On 4th Oct., at Noon.
YOKOHAMA AND KOBE	—	—	—	—	BUTTERFIELD & SWINE	On 6th Oct., at Noon.
NAGASAKI, KOBE &						

SHIPPING.

ARRIVALS.

CHIPSHING, British str., 1,199, F. Mooney, 25th Sept.—Tientsin 18th, Choofoo 19th and Weihaiwei 20th September, General Jardine, Matheson & Co.

KAIYUKU MARU, Japanese str., 1,905, P. Suda, 24th Sept.—Moji 19th September, Coal—Mitsui Hashi Gochi Kwatsuka.

KITANO MARU, Japanese str., 5,277, F. E. Copo, 26th Sept.—Shanghai 23rd Sept., General—Nippon Yusen Kaisha.

MEIFOO, Chinese str., 1,539, T. Frobberg, 26th Sept.—Shanghai 23rd September, General C. M. S. N. Co.

NIKKO MARU, Japanese str., 3,437, M. Yagi, 26th Sept.—Melbourne and Manila 24th Sept., Flour, Sleepers, Copper and General—Nippon Yusen Kaisha.

OCEANIEN, French str., 5,001, Sellier, 26th Sept.—Marseille 23rd September, Mails and General—Messageries Maritimes.

ONSANG, British str., 1,737, A. J. Buller, 25th Sept.—Hongkong 22nd Sept., Coal—Jardine, Matheson & Co.

RAJAH, German str., 1,275, H. C. Reher, 24th Sept.—Rangoon 17th September, Wood—Norddeutscher Lloyd.

SEATTLE MARU, Japanese str., 5,113, G. Saito, 26th Sept.—Takao, Wash., and Manila 23rd Sept., Flour and General—Osaka Shosen Kaisha.

SHANTUNG, British str., 1,835, J. Robinson, 24th Sept.—Surabaya 14th Sept., Sugar—Batterfield & Sivre.

SUISANG, British str., 1,716, M. Ricknell, 25th Sept.—Chingwanling 18th Sept., Coal—Chinese.

TOUAREG, French str., 749, E. de Catalano, 25th September—Haliphong 23rd September, General—Messageries Maritimes.

TOURANE, French str., 3,104, G. Lancelin, 26th Sept.—Yokohama 17th September, General—Messageries Maritimes.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

26th September.

Hoching, British str., for Swatow.
Honf, French str., for Haiphong.
Japan, British str., for Singapore.
Meifoo, Chinese str., for Canton.
Oceania, French str., for Shanghai.
Suveric, British str., for Europe, &c.
Wesang, British str., for Canton.

DEPARTURES.

26th September.
CHENAN, British str., for Canton.
HELLAS, German str., for Hongay.
HOLSTEIN, German str., for Swatow.

SHIP REPORTS.

The French str. *Touareg* reports: Strong wind and high sea from Haiphong to port.
The French str. *Touareg* reports: Left Wosong on the 23rd inst., at 10 a.m., experienced light Southern breeze up to Turnabout; then light to fresh N.E. winds.
The British str. *Chipping* reports: Mod. to light N.E. wind and sea with misty rain from North Suddies to Hua Chu Island; Hua Chu Island to Hongkong, fine clear weather and moderate N.E. wind and sea.

VESSELS IN DOCK.

September 26th.
TAIKOO DOCK.—Union, Sungkhang.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. Co.'s str. *Aegean* left Singapore for this port on the 23rd instant, at 5.30 p.m. with the outward English mails, and is due here to-morrow at about 5 p.m.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* arrived at Shanghai at 3.30 a.m. on the 26th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 29th inst.

The C.P.R. Co.'s str. *Montague* left Vancouver for Hongkong via usual ports of call on the 20th instant p.m.

THE INDIAN MAIL.

The Indo-China str. *Kulang* from Calcutta and the Straits left Singapore for this port on the 24th inst.

The Indo-China str. *Kumang* left Calcutta for the Straits and Hongkong on 21st instant, and is due here about the 7th prox.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* sailed from Yokohama on route to Hongkong on the 25th inst., and is due here on the 4th prox.

The P.M. str. *Siberia* left San Francisco on the 13th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 10th prox.

The P.M. str. *China* left San Francisco on the 20th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 18th prox.

THE GERMAN MAIL.

The I.G.M. str. *Yorck* carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on the 24th instant p.m., and may be expected here on or about the 5th prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Adalbert* left Sydney on the 24th instant, at 11 a.m., and may be expected here on or about the 16th prox.

MERCHANT STEAMERS.

The N.Y.K. str. *Yukata Maru* (Australian Line) left Nagasaki for this port on the 23rd instant, and is expected here to-day.

The N.Y.K. str. *Tango Maru* (European Line) left Singapore for this port on the 23rd instant, and is expected here to-morrow.

The *Mogul* Liner str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The "Ben" Liner str. *Benader* from Laith and London left Singapore on the 21st instant, for this port.

The *Barbary* Liner str. *Surya*—sailed from New York on the 21st instant for Hongkong, via the Straits.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Singapore for this port on the 23rd instant, and is expected here on the 29th inst.

The N.Y.K. str. *Inaba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 23rd instant, and is expected here on the 2nd prox.

The P. & A. str. *Selby* is due to arrive at this port on the 14th prox.

The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 17th instant, and is expected here on or about the 25th prox.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

For Demand Drafts on London on the day of or preceding the departure of the English Mail, also Table of the Yearly Approximate Average for 36 years.

From 1874 to 1909.

Price 32 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	STEAMERS	Tons	TO SAIL.
to	HONGKONG	from COLOMBO to	MARSHALLS	MARSHALLS & LONDON	PLYMOUTH	
COLOMBO		MARSEILLES & LONDON	BRINDISI	(Brindisi)	London	1 day later)
DELHI	February 4	MANTUA 11,000	March 4	YORCK	17,000	Wednesday, 5th Oct.
ARCADIA	February 18	MALWA 11,000	March 18	CAPT. G. MEINERS		at Noon.
ASSAYE	March 4	MACEDEONIA 10,500	April 1			
MARMORA	March 18	(Through Steamer calling at BOMBAY)	April 15			
DEVANHA	April 1	MOLDAVIA 10,000	May 5			
DELHI	April 15	MONGOLIA 10,000	May 13			
ASSAYE	April 29	MOREA 11,000	June 2			
DELTA	May 13	MOOLTAN 10,000	June 10			

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £11.10 SINGLE. £16.14 RETURN.2nd SALOON £8.10 SINGLE. £12.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPS) STEAMERS WILL LEAVE FOR

LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	STEAMERS	Leave	STEAMERS	Leave
	HONGKONG		HONGKONG		HONGKONG
SUNDA	about	about	about	about	about
NUBIA	4,700	January 25	March 25	PRINZESS ALICE	20,300
SYRIA	5,900	February 8	March 24	LUETZOW	17,300
NORE	6,660	March 8	April 24	KLEIST	17,000
PALAWAN	6,700	March 22	May 8		
BORENEO	4,600	April 5	May 22		
SICILIA	6,700	April 19	June 5		
SUMATRA	4,600	May 3	June 19		
NILE	6,700	May 31	July 17		

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.00 SINGLE. £83.10 RETURN.2nd SALOON £38.10 SINGLE. £57.4 RETURN.* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to E. A. HEWETT, SUPERINTENDENT.

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THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., & SEATTLE

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
• SUVERIC	6,232	F. S. Cowley	27th September.
• KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,562	J. Boyd	20th November.

Calling at Amoy and Keeling if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5. to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF JAPAN" SAT. 8th Oct. "EMPERESS OF CHINA" SAT. 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.

From St. John, N.B. "EMPERESS OF IRELAND" FRI. 4th Nov. "EMPERESS OF CHINA" FRI. 11th Nov. "MONTEAGLE" FRI. 18th Nov.

From St. John, N.B. "EMPERESS OF BRITAIN" FRI. 16th Dec. "EMPERESS OF JAPAN" SAT. 17th Dec. "EMPERESS OF CHINA" SAT. 14th Jan.

"EMPERESS OF CHINA" SAT. 14th Jan. "EMPERESS OF CHINA" SAT. 21st Jan.

"Empress" Steamships leave HONGK

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE... (Capt. Owen Jones, R.N.R.)	About 29th Sept.	Freight and Passage.
LONDON via USUAL PORTS	DELHI... (Capt. G. W. Gordon, R.N.R.)	Noon, 1st Oct.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA... (Capt. D. C. Gregor, R.N.R.)	About 5th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA	BORNEO... (Capt. W. H. S. Hall)	About 6th Oct.	Freight and Passage.
TAKAO, SHANGHAI, FUKUOKA, HANKOW, PESHWUR and YOKOHAMA	HANKOW, PESHWUR... (Capt. C. E. Lockstone, R.N.R.)	About 3rd Oct.	Freight only.
			For Further Particulars, apply to E. HEWETT, Superintendent Hongkong, 27th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
MANILA	"TEAN"	On 27th Sept., 4 p.m.
SHANGHAI	"CHENAN"	On 29th Sept., 4 p.m.
MANILA, ZAMBOANGA, THUSSDAY DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 30th Sept., 4 p.m.
HOIHOW, HAIPHONG	"SINGAN"	On 1st Oct., at NOON.
SHANGHAI	"LINAN"	On 2nd Oct., 4 p.m.
TSINGTAU, CHEFOO & NEWCHWANG	"NANCHANG"	On 5th Oct., 4 p.m.
MANILA	"TAMING"	On 4th Oct., 4 p.m.
ILIOLO & CEBU	"KAIFONG"	On 6th Oct., 4 p.m.
CHEFOO & TIENSIN	"HUICHOW"	On 6th Oct., 4 p.m.
DIRECT SAILINGS TO WEST RIVER	"LINTAN" and "SANUL"	Twice Weekly.
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.	
SHANGHAI LINE	"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai, direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.		
FARE, 245 SINGLE and \$80 RETURN.	TELEPHONE 36	
For Freight or Passage apply to—	BUTTERFIELD & SWIRE, AGENTS.	10
Hongkong, 24th September, 1910		

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW
AND RETURN.**

Occupying 9 to 10 Days.

LEAVING.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING" ...	Capt. W. C. Pasmore...	TUESDAY, 27th Sept., at 10 A.M.
"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY, 30th Sept., at 10 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 4th Oct., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN ... Capt. A. H. Stewart ... WED'DAY, 28th Sept., at 11 A.M. STEAMERS will arrive at and Depart from the Company's Wharf (near Blok Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 27th September 1910.

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EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"RUROMA" ...	On 1st October.
COPENHAGEN	"TRANQUEBAR" ...	On 20th October.
SHANGHAI, YOKOHAMA and KOBE "SIAM" ...		On 6th December.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 17th September 1910.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS TO SAIL.

1 TSINGTAU, CHEFOO & NEW	"TUNGSHING"	Wednesday, 28th Sept., Noon
CHWANG ...	"KUTSANG"	Leaving about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
• TIENTSIN ...	"CHIPSHING"	Thursday, 29th Sept., Noon
• SHANGHAI ...	"WOSANG"	Friday, 30th Sept., Noon
• MANILA ...	"LOONGSANG"	Friday, 30th Sept., 4 p.m.
• SHANGHAI, KOBE & MOJI ...	"YUTSANG NO."	Tuesday, 4th Oct., Noon.
• MANILA ...	"YUENSANG"	Friday, 7th Oct., 4 p.m.
• SINGAPORE, PENANG & CALCUTTA	"NAMSANG" ...	Saturday, 8th Oct., Noon.
• SANDAKAN ...	"MAUSANG" ...	Monday, 10th Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uukan, Jesselton and Labuan.

Telephone No. 215, Sun. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 27th September, 1910.

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**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**



STEAMSHIP	TONS.	CAPTAIN	POB	SAILING DATE.
ZAFIRO ...	2540	A. Fraser ...	Manila	On 1st Oct., Noon.
RUBI ...	2540	E. Hodger ...	Manila	On 8th Oct., Noon.
				SHEWAN, TOMES & CO. General Managers. [12]

For Freight or Passage apply to Hongkong, 5th September, 1910.

Hongkong, 19th September, 1910.

For Further Particulars, apply to E. HEWETT,

Superintendent

Hongkong, 27th September, 1910.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.
YOKOHAMA ...	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR STEAMERS LEAVES.

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 28th Sept., at Noon.
TAMSUI via SWATOW, & AMOY	"DALJIN MARU" Capt. Y. KUDURAKI	SUNDAY, 2nd Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 6th Oct., at Noon.
		Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.
		CHEAPEST THROUGH PASSAGE to NANKING, in connection with the NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS. 2ND CLASS. 3RD CLASS.

\$73.00 \$55.00 \$27.00

